

Plane News



February 2011 - Winter



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TSA Funded Security Equipment Provides Same Level of Security without the Hassle

By Dan Thompson, Administrative Secretary



McClellan-Palomar Airport (CRQ) is providing safer transportation for our commercial passengers. A new Reveal CT-80 in-line baggage screening machine, the latest technology Transportation Security Administration (TSA) has to offer, has been installed in the terminal. The TSA has invested over \$500,000 at CRQ providing the new screening machine and equipment upgrades. The baggage and passenger screening are conducted by TSA personnel.

While Palomar Airport has the same thorough security as other large commercial airports, it's done on a smaller scale keeping our airport at a low stress level for our customers, while still providing first class safety for all.

At the March 15 Gillespie Field Development Council meeting, there will be a comprehensive Cajon Air Center update including scheduling, funding, and other critical information. This is your opportunity to talk directly to County representatives and people involved in this process.

For more information, contact GFDC secretary: [Sarah Solis](#)



What's the Future for the Site of Former Cajon Speedway?

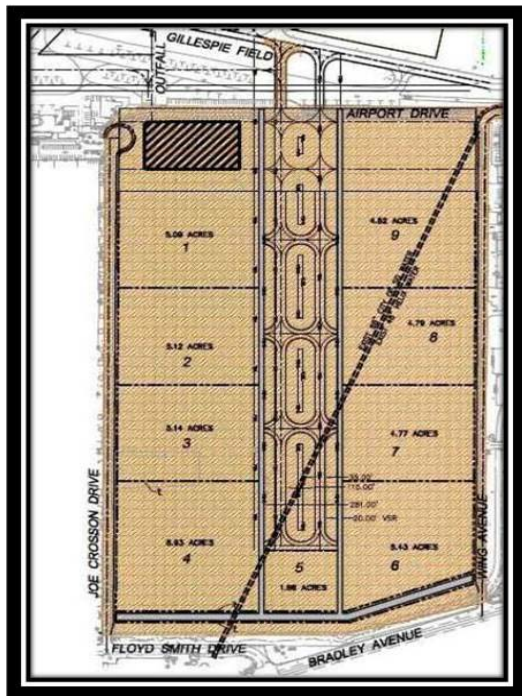
By Lee Ann Lardy, Real Property Project Manager

Pilots flying into Gillespie Field may notice the large area of land located south of runway 27L. This land is owned by County Airports and in the near future, once Airport Drive is closed, will have access to the Gillespie Field runways. The area will be developed for

aviation use with a public/private partnership. The entire project site is known as the Cajon Air Center.

Planning is already well underway for this project. An Environmental Assessment and Environmental Impact Report are close to completion. The public comment period on these reports is expected in late 2011. A Preliminary Engineering Report has been completed and cost estimates have been developed for basic infrastructure to serve the site such as grading, drainage, stormwater retention, taxiways and aircraft aprons. County Airports plans to use FAA Airport Capital Improvement Plan (ACIP) funds to pay for these required improvements. Staff is currently in discussions with the FAA to determine how these funds will be allocated. It's possible the FAA will grant the funds using a phased approach.

The layout includes nine parcels, ranging in size from approximately 1.5 to 6 acres, which will be leased to private developers for a variety of aviation facilities. These parcels may be released in phases, depending on funding. Once the construction on the taxiway has begun, the County will issue a Request for Proposals (RFP) to develop these sites. Interested developers will submit proposals to be judged against published criteria including: team experience, financial strength, proposal fitting the needs in master plan, preliminary design plan, proposed economic terms, experience developing at airports, as well as other information needed for development. An informational meeting about this will be held when the RFP is ready for publication.



2011 Fallbrook Airpark Open House Ready for Takeoff

By Bo Donovan, Contract Airport Manager



The annual Fallbrook Community Airpark Open House is scheduled for Sunday, April 17. The event is aligned with the Fallbrook Chamber of Commerce Avocado Festival, which takes place throughout several blocks of downtown Fallbrook. The Airpark provides a shuttle parking service for those attending the festival and while they're at the airport, visitors can take advantage of the sights at the aviation open house.



Vintage aircraft are staged up and down the runway, the Sheriff's Department's "Copter 12" will entertain with water drops over a near-by canyon and tours of their aircraft and crew quarters, Mercy Air will be on site along with a very realistic flight simulator. Additionally, the aircraft that has won the last six Reno Air Races will be on display. The Friends of Fallbrook Community Airpark will be serving burgers and hot dogs along with cold soft drinks and the Palomar RC Flyers will be putting on an amazing "air show" throughout the day with their radio controlled aircraft.

Admission and parking are free. The Open House hours are 9:00 a.m. through 3:00 p.m.

[Clear Skies and Happy Landings to Howard Williams](#)

By Dan Thompson, Administrative Secretary

Howard Williams, a quality, refined, insightful man, who is always a gentleman, has left the Palomar Airport Advisory Committee after twenty years of service. Mr. Williams was originally appointed to the PAAC by San Diego County Supervisor John MacDonald in June 1991 as a Vista representative. Among his accomplishments on the PAAC are helping to find a Vista homeowner to host a microphone to record airplane sounds, one of several such microphones in

the north county area and helping to put on Air Fair, which drew thousands of people. In the course of countless PAAC meetings, he heard and voted on many motion items, including lease amendments for airport businesses, carefully listening to many presentations on restaurants, airport noise issues and dealing with many other matters. Through it, all, he brought his invaluable experience and insight.



Upon leaving PAAC, he received accolades from fellow PAAC members, Director of Airports Peter Drinkwater, other County Airports staff and Chin Tu of Civic Helicopters. He received a Certificate of Appreciation from San Diego County Supervisor Bill Horn and a traditional 'lighting the way' plaque from County Airports. All who know Mr. Williams know what an intelligent, caring and decent man he is; he will be sorely missed.

RASP Summary of Findings – What Do They Mean to County Airports?

By Airports Staff

The two slides below summarize the Regional Aviation Strategic Plan (RASP) alternative scenarios that were presented by Jacobs Consultancy. As they apply to County of San Diego Airports, only McClellan-Palomar and Gillespie Field were considered and both were determined to have little effect on overall need for improvements to Lindberg Field which would remain the only major commercial airline airport in San Diego County. The improvements we have made and continue to make to McClellan-Palomar Airport and Gillespie Field will be necessary for the overall balance of air services throughout the region.

Alternative Scenarios

15 Scenarios Considered; 13 Subject to Technical Evaluation



1. Commercial Passenger Optimization

- A. Full build-out of the Intermodal Transportation Center (ITC) and north side terminal at San Diego International
- B. Preserve SDIA airfield capacity for commercial service
- C. Enhance commercial passenger service at McClellan-Palomar Airport
- D. ~~Introduce commercial passenger service at Brown Field~~
- E. Up-gauge SDIA's Fleet Mix – Narrow-body Fleet
- F. Up-gauge SDIA's Fleet Mix – Increased Wide-body Fleet



2. Enhanced Utilization of Tijuana

- A. Tijuana Rodriguez International Airport focus on commercial service
- B. Aviation passenger cross border facility (currently proposed)
- C. Cross border airport terminal



3. California High Speed Rail

- Stations at downtown LA, ONT Airport and:
- A. Station at downtown San Diego
 - B. Station at SDIA



4. General Aviation Optimization

- A. Enhance McClellan-Palomar Airport for high-end / corporate general aviation
- B. Enhance Brown Field for high-end / corporate general aviation
- C. Enhance Gillespie Field for mix-use general aviation



5. Air Cargo Optimization

- ~~A. Introduce cargo service at Brown Field~~

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Regional Aviation Strategic Plan • RASP Board Committee
January 11, 2011

RASP Findings Summary

The RASP Alternative Scenarios Yield Mixed Results

1. **Full Build-out of the Intermodal Transportation Center (ITC)** – has little effect on suppressed demand; however, the scenario may yield regional access and other benefits not captured by RASP analyses.
2. **McClellan-Palomar** – has little effect on suppressed demand because the maximum capacity of McClellan Palomar is only a small percentage of the total projected suppressed demand in 2030.
3. **Up-gauging SDIA Fleet Mix** – provides the same relative benefits as reserving SDIA capacity for passenger service; however, fleet mix is already favorable with relatively few RJ or turboprops projected.
4. **General Aviation Optimization** – have relatively similar costs and provide nearly the same, but nominal, impact on demand relative to the Baseline Scenario.
5. **Brown Field** – scenarios fatally flawed as (a) FAA has determined that precision instrument approaches are not feasible; (b) passenger and cargo airlines unwilling to operate from Brown Field based on location and lack of precision approaches; and (c) potential for public and political opposition.
6. **Tijuana Enhancements** – have less than expected effect on demand because San Diego residents and visitors are projected to increase use Tijuana International with or without improvements.
7. **California High Speed Rail** – both scenarios perform similarly and could play a role to alleviate capacity problems; benefits may increase beyond the 2030 RASP planning horizon.

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To learn more about the RASP findings, read the [RASP Annual Update](#), view the [RASP Results Presentation](#) or check out the [RASP home page](#).

Awe-Inspiring Moments in General Aviation – The world was not enough, so he circled it twice

By AOPA



Most general aviation pilots would love to fly an average of 220 hours a year. Flying that much for a decade would be a dream come true.

Bob Gannon did all that, but he upped the ante, flying 2,200 hours in 10 years, and making 1,200 landings in 155 different countries, on every continent.

He became an “earthrounder.” Twice.



And his trek required roughly 300 hours airborne over oceans, hand-flying an elderly single-engine Cessna 182 whose most sophisticated avionics was an ancient GPS for which you can’t even get batteries anymore. He says he’d do it that way again.

[AOPA: Bob Gannon’s excellent adventure](#)

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